

Notes by J.A.D. McCurdy, June 10, 1909

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1909, June 10 Thursday At Bein Bhreagh.

June 10, 1909: — The assembling of the truck is going on at first rate shape although slowly. The second batch of cloth arrived yesterday and Willie McDonald is at work sewing it up to make the fourth wing. We are only waiting now for the wire from A. C. Thompsons which he assures us will be here this week when the assembling of the machine proper will be started; after that it will be only a matter of a short while before she is all assembled.

It has taken quite a while to get the different parts in shape for this new machine as there is a certain amount of experimental work to be done all along. But we can tell, however, from the materials required for this machine and from our time cards the time taken on each separate job, just how long we will be in constructing a second machine.

Received the following telegram yesterday from Montreal:—

“Could supply flying-machine for Exhibition purposes at our races here July 9th and 10th.

(Signed) G.A. McNainee, Secretary Automobile Club of Canada”.

To this I send the following reply:—

“Could supply aerodrome to sell you under contract conditions for that date but we cannot ourselves fly her under exhibition auspices.

(Signed) J.A.D. McCurdy.

We have received also the following telegram from Mr. Bell:—

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Worcester :— Want both Montreal arrival Corsican for conference about Canadian Government proposition.

(Signed) Bell.

This evidently means that Mr. Bell has some important news obtained in England concerning the Canadian Government and as he is due to arrive about the 22nd it will be just about the time when we plan to take our second machine to Petawawa.

Casey advises me by telegram that the Kirkham engine develops goo 40 at 1500. Weight proposition O.K. and that he has placed an order for second engine. This, in my opinion, is a good move. J.A.D. McC.

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1909, June 17 Thursday At Beinn Bhreagh

June 16, 1909 :— We started assembling the wings of the C.A.C. No.1 to-day and in a very short time will have the two bottom wings assembled. The diagonal wiring in this plane through the trussed ribs comes very nicely. We have put in the ordinary Monot copper wire instead of waiting for our nickle plated wire which has been very much delayed in its preparation. assured by A.C. Thompson & Co. that it will arrive by Marion on Thursday. J.A.D. McC.

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1909, June 29, Tuesday At Beinn Bhreagh

June 28, 1909 :— Our order of aluminum, placed with the Aluminum Company of America, Pittsburgh, Penn., has at last arrived which means that all the material required for our machine is now here. The two inch sheeting for the back edges has been bent to its required shape and installed on one wing. It gives a very satisfactory appearance and makes the edge look very neat. For the belt on the front we think it would be better to

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make it up in the form of simple V in cross section securing it to the beading by small countersunk screws. The only disadvantage this method of attachment has it that the screws must necessarily go through the cloth, a detail of construction we are trying to avoid all through the machine; but when we came to make up this belt as formerly proposed, having the open part of the bore completed by a semi-circular curve, the attachment being made by means of a 4½ inch bolt passing from the beading and belt, disadvantages offered in making this section up were more than made up for by the other method even with its disadvantage.

The machinist is at work making up the ball sections for the front control so that now everything looks bright for a near finish.

A letter from Baldwin received night before last, states that a shed is being erected for the Dart at Petawawa and that he is getting the center section assembled in some military shed already on the grounds. He also states that the black flies and mosquitoes are his greatest trouble, his slowness in red tape with the Government being a close second.

It is with deep regret that I notice by the papers that the Wrights have been granted an extension of thirty days and that Herring will probably have this advantage afforded him. I say "regret" because we are anxious for a new issue of contracts by the Government which might afford us an opportunity of putting in a bid. This may seem a selfish motive but as a business proposition I think it is fair.

Both radiator sections are now finished one of which is just installed in the machine in the starboard panel and looks exceptionally neat and efficient. The radiating surface of this radiator amounts to 52 sq. ft. and I sincerely hope that this will be ample to effect the proper cooling of the motor.

We weighed the machine proper Saturday, which includes the wings, four tips, all the wiring and all the cloth. The weight amounted to 300 lbs. flat whereas in the case of former machines, June Bug, Silver Dart, etc. this corresponding weight amount to 119 to 120

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lbs. It is a little difficult at first to see how this weight could have been doubled but on analysing the materials used in the construction of C.A.C. No.1 it is quite clear where this difference occurs. Figuring out the probable weights of the rest of the machine, controls, engine, truck, etc. and one operator weighing 150 lbs., this would bring the weight 36 of the machine in flying condition up to about 1050 lbs. This includes our full capacity of gasoline and oil. With the surface of 550 sq. ft. this would mean a flying weight of about 1.9 lbs. per sq. ft. which is less than in the case of all our former machines.

The construction of the engine bed is a bit obscure. We want to try and arrange it to look as neat as possible placing material only where it is needed. The rear of the engine can be easily mounted on a double bracket placed directly over the rear chord and Ingraham suggested that the front might be fixed by a system of tubes and guy wires. We intend to try this as a starter and if it proves to be rigid enough would be fine. If, however, there is too much play we can substitute more rigid fastenings. J.A.D. McC.